

SCHOONER SALLIE C. MARVIL

SALVAGES SCHOONER FLORENCE SHAY

by Capt. HAROLD G. FOSS, Hancock, Me.

In 1908, I was master of the medium-sized (568-ton) four-masted schooner SALLIE C. MARVIL of New York. This was a very trim, sturdy, well-built sailing vessel. She had been built at Sharptown, Md., seven years before, and I had been master of her for two years. In fact I had a very tender spot in my heart for the SALLIE C. MARVIL. She was easy to handle, a smart sailer, and a good sea boat.

People generally call a shipmaster Captain, but on all documents he is called master, and he is always endorsed as such on the ship's register.

The masters of vessels such as the SALLIE C. MARVIL were not paid wages. They sailed the vessel on what was known as "square halves" and owned an interest in her. The master received one half of the net freight money and out of that paid the crew's wages and for the food or provisions. The balance was for the master.

If the vessel made a quick and profitable voyage, then the master did very well for himself. Besides myself the MARVIL had about a dozen other owners, each owning so many 64ths; in other words, 1/64th was one share. The principal and managing owners were A.H. Bull & Co. of New York. They received 5% commission on all gross freight money, kept the ship's books, made all charters, paid all bills including one-half net freight to the master, and then divided the balance among the various other owners.

In October 1908 we sailed from Mobile, Alabama, with a full cargo of hewn timber toward Boston, Massachusetts, and we had a good run up to Cape Hatteras, N.C. The wind was SE and raining hard. The barometer started to go down, down, down. I knew that the wind would soon NW, butt end foremost, and that we were in for a heavy gale, probably with force 10, and I was not mistaken. Before nightfall we had furled the topsails, jibs, and spanker (the aft sail on a schooner). We reefed the foresail, mainsail, and mizzen sail. I believed that under this sail the MARVIL would easily weather most any storm.

That night we kept the MARVIL going across the Gulf Stream close-hauled on

the port tack. The wind was blowing hurricane force NW and with mountainous seas running. I did not leave the quarter-deck that night but stayed close to the wheel and kept watch on how the vessel was taking it. I knew that if conditions got worse and the vessel was shipping any dangerous seas, then we could take in the foresail and the ship would be "hove to," that is, making no headway, and would be perfectly safe.

At 4:00 AM, when watches were changed, and thinking that we were getting too far offshore, we wore ship and headed in toward America. The vessel would head about W, and with the Gulf Stream on the lee bow the ship was doing all right. The vapor was flying by our masts in sheets, and at times visibility was difficult.

At 7:00 AM the man at the wheel shouts, "Captain, see that ship there?" I looked up to windward, over those seas, through the clouds of vapor, and there was a three-masted schooner coming down toward us with a part of the foresail set. I grabbed the binoculars, and the first thing I saw was the American flag in her mizzen rigging, union down. I also noticed that she was steering very badly. Obviously this vessel was in trouble and wanted assistance.

I told the 2d Mate to call all hands for an emergency and for the Donkeyman to raise steam in the donkey boiler. The schooner passed close by our stern. I read the name on her bow, FLORENCE SHAY, and the Captain, using a megaphone, shouted, "Take us off; we are sinking!" I saw that the lifeboat had been lost; the sails were in shreds, all except the foresail, which was thrashing around; and the vessel running dead before the wind and sea.

The seas were washing over the decks so that they could not man the hand pumps, and it looked as though the SHAY could not remain afloat much longer. I swung the MARVIL off toward the SHAY and managed to keep quite close to her. Using a mega-

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phone I told the Captain to lower the foresail and that we would stay close by them. He replied that he was afraid that the SHAY would capsize if he took the sail in. I replied to lower the foresail or I would leave them. The crew immediately let the foresail halyards go by the run.

We had only one good large lifeboat, and I did not want to risk losing it in that heavy sea. I therefore told the Mate to get our hawser out, with at least three heaving lines ready, and that we would try to make fast to the SHAY. It was then after 8:00 and the barometer had started to rise. I knew that before night the weather would improve enough so that we could use our boat and rescue the crew. My plan was to get a towline to the SHAY and hold her up to the wind and sea until it moderated.

We had three heaving lines arranged alongside our rail and made fast to the hawser. I stood by with the helmsman, and we passed very close by the windward side of the SHAY. Luckily, we got the heaving line aboard, and they hauled in our hawser and made it fast. I then gave the MARVIL a full--that is, eased her off out of the wind--and started the tow. As the MARVIL bucked up over a large sea the hawser parted and we lost most of it.

I then told our Mate to get the lifeboat ready and that we would try to rescue the other crew. The Mate was a husky and powerful young man, from the Island (Prince Edward, of course); he did not seem to fear anything and had plenty of intestinal fortitude. He said that he would be glad to go in the boat and wished for a certain seaman to go with him. The seaman agreed to go along. Two men were sufficient for that job, and more would overcrowd the boat.

I put a 5-gallon can of wave oil in the boat, gave the Mate my loaded .44 revolver, and told him not to hesitate to use it if necessary to maintain order. I had the Mate lie down in the bow of the boat with his hands on the tackle block and the seaman in the stern likewise. I told them to unhook the very moment that the boat was water-borne. I gave the Mate clear instructions that after he was cast adrift, close by and right to windward of the SHAY, to go around her stern and get the painter aboard first, then to ask the Captain if he still wanted to abandon his ship. If so, then only to save the men and absolutely no baggage, and if anyone dumped anything into the boat to throw it overboard immediately.

I threw a punctured 5-gallon can of

wave oil over the windward quarter, and it made a good slick; then we let the lifeboat go quickly. In a few minutes I saw the boat made fast to the SHAY.

As soon as I saw the boat leave the SHAY with the entire crew of 9 men, I eased the MARVIL off before the wind and ran down close by the SHAY's stern. Just as soon as we passed by, I then jammed the MARVIL up to the wind again, and she stopped right close by.

The boat came under our lee; we had two sets of pilot ladders ready for them, and they all hands climbed aboard of the MARVIL. The sea was too rough to hook our boat onto the davit tackle falls, and so we gave it a long painter and towed it astern, waiting for the sea to run down. Captain Gilbert of the SHAY handed me his sextant and says, "Here, Foss, take this as a present, because if ever I get my feet on dry land once more, then I will never go to sea again." All that he had saved was his sextant and the ship's papers.

I told him to keep his sextant, to come down below, have a good stiff drink of Bourbon, and that the cook had a good dinner ready for everybody. Then I showed him the spare room all tidy and ready and told him to take a nap after he had finished dinner. I watched the SHAY; she did not seem to be sinking very fast, yet I could not leave her there as she was an obstruction to navigation. We stayed close by, and at 4:00 PM the Mate came on deck to stand his watch.

I told him that the barometer was rising, the weather was improving, and then asked how he would like to take our crew, go back aboard the SHAY, pump her out, and then we would try to tow her into Norfolk, Virginia. I also told him that if we could do that, then we might make a young fortune. He replied that he would just love to do that.

We called our crew aft and asked for volunteers. Every man wanted to go. I told the mate to get the SHAY in some kind of order, pump her out, and that by the next morning I would have some kind of a hawser rigged so that we could tow her into port. The Mate wanted to leave me at least one seaman to assist me. I told him No, that I could handle the MARVIL with the cook and donkeyman. The Mate took a flareup light, and we agreed that every half hour I would show him one flare. If all right then to answer me with one flare. If things were bad or he was in danger, then to show me two flares. I would then jockey the MARVIL down to leeward, and they could come back aboard again.

All throughout the night he kept answer-



ing with only one flareup. I knew that they were all right and were pumping the SHAY.

As soon as my crew were safely aboard of the SHAY, I went up aloft with a hammer, cold chisel, and pliers. In less than an hour, I had dropped the six heavy wire topping lifts from the fore, main, and mizzen booms down on deck. With the cook and donkeyman assisting me, before daybreak we had these wire lifts all shackled together, making about 400 feet. Then we took good large rope, doubled it up, and fastened it to each end of the wire hawser. It will not do to make a wire hawser fast to a ship, and there we had to have the manila rope ends. This good hawser was all ready and strung along the deck.

At daylight I swung the MARVIL off and ran down close by the SHAY. The wind and sea had moderated during the night, and it was then fairly good weather. The Mate shouted to me that they had succeeded in pumping most all of the water out of the SHAY and that they could keep her free. I gave him a few instructions and told him my plans, then made a tack and came down very close to the SHAY.

It was not so easy to get the line aboard, but on the third try they got our heaving line and made the hawser fast around the foremast. I gave the MARVIL a good full, she started ahead, and with all sail set we headed for Cape Henry, Va. We could make about 4 knots, and before night we were in out of the Gulf Stream with the wind NE force 5.

Soon afterwards Captain Gilbert came up on deck. One of his seamen had our wheel, and as he looked at the SHAY coming behind us, he was a somewhat surprised man. At about noontime I saw a large passenger steamer coming toward us. It proved to be the German SS PRINZ EITEL FRIEDRICH with a load of passengers bound on a West Indian away.

She came up on our weather quarter and stopped. The Captain, using a megaphone, asked me if he could render any assistance. I told him No and that we would keep on towing toward Hampton Roads. I then asked him to please send a telegram to my owners, A.H. Bull & Co., N.Y., and give them that information. He replied that a telegram would go right away, wished me good luck, and hoped that we would make it. I have always regretted that I did not make a serious effort afterward to meet that good Captain and thank him for the kindness extended to me.

We sailed along toward Cape Henry. Captain Gilbert and his crew helped us quite a lot. At sundown that night, I figured that we were 73 miles away from Cape Henry. The barometer was slowly falling, and there was a greasy look in the sky. I knew that if another gale came up I might lose the SHAY and perhaps my crew and other things.

At 2:00 AM I saw a ship coming toward us. It proved to be the ocean-going tugboat WALTER A. LUCKENBACH. It seems that A.H. Bull & Co. had received the radiogram all right from the German steamship, but also that it was posted on the board of the New York Maritime Exchange and all of the marine fraternity knew about us. The LUCKENBACH had just arrived at Hampton Roads with a tow of empty barges, and the Agents sent her out to try and arrange to tow us or else the SHAY into port.

The tug came up close to our starboard quarter where I was standing, and after telling me who he was the Captain said, "Captain, your owners sent me out here to tow you into Hampton Roads, so stand by to take my hawser."

I replied, "Captain, you can go right back and tell my owners that I am not taking any orders from anybody. I am running this show all by myself." I also knew that Bull and Luckenbach were hardly on speaking terms, and therefore I doubted that Bull & Co. had engaged Luckenbach to do any towing. I was also thinking about those men whose lives depended upon my stubbornness.

After useless talking, I told the tugboat Captain that he could give us his hawser and tow both vessels into a safe anchorage in Hampton Roads and that I would give him one third of the salvage money for his tire pay. He would not agree to this and demanded that we leave the question of pay to arbitration afterwards. I would never agree to this, and he left us heading for Cape Henry, which was now about 30 miles away.

He went about a mile away, when he turned around and came back to us. He says, "Captain, have you changed your mind?" I answered, "No, but probably you have, or else why did you come back?" He accepted my offer, and I called Captain Gilbert to witness the trade agreement. At 9 o'clock the same day we were safely anchored in Hampton Roads. My Mate and crew came back aboard of the MARVIL, tired out and weary. Capt. Gilbert and his crew returned to their vessel. I wanted a short nap, at least, since I had not even lain down for three

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## BOOK REVIEWS

GOWLLAND, Gladys M.O., "Master of the Moving Sea," xvi, v, 304, xxviii, 15 pp.; 34 pl.; index. J.F.Colton & Co., Flagstaff, Arizona, 1959. Price, \$10.00.

Captain P.J.R.Mathieson, whose autobiography this is, lived a full life. He was born aboard his father's bark in the Thames in 1871 and was killed driving his own auto in Vancouver, B.C., in 1954. In between he commanded a number of ships, married three wives (the book is not very clear about what became of the first two), and underwent numerous adventures. These he related in detail to a sister of his third wife, who has produced this big book about them, writing in the first person.

There is a wealth of maritime history in Captain Mathieson's voyages. He was 2d mate of the ss KASBEK in 1897 when she towed in the T.F.OAKES, her crew down with scurvy; was master of the bark ANTI-OPE in 1905 when she was captured by the Japanese in the Okhotsk Sea; commanded sailing vessels and auxiliary schooners in World War I; served in rum-runners and various other vessels after the War; retired to Sailors' Snug Harbor; and came out of retirement to command Liberty ships during World War II.

The book is well illustrated and has been provided with an appendix listing Captain Mathieson's voyages in detail.

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HOIM-PETERSEN, F., and Kaj LUND, "Aerø-Sejlskibe," 335 pp.; ill. Skandinavisk Bogforlag, 1958.

The main part of this book is a series of brief histories, alphabetically arranged, of the seagoing sailing vessels owned in Aerø (which includes Marstal) since about 1860. It is followed by a briefer list of coasters (30 to 70-ton vessels) of the same period. We have been warned by a Danish source that there are some inaccuracies in the work, and that in particular the sources credited are not in fact always those consulted; yet we know of no other work giving in such detail the history of Marstal shipping, or, in particular, providing such good illustrations of Marstal ships.

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NEWELL, Gordon, "Paddlewheel Pirate, the Life and Adventures of Captain Ned Wakeman," 248 pp.; 6 ill. E.P.Dutton & Co., New York, 1959. Price \$3.95.

Captain Wakeman's chief claim to fame was the incident of his taking the new steamboat NEW WORLD out of the clutches

of the bailiffs at New York in 1850 and through the Straits of Magellan to San Francisco, where he served as sheriff of the Vigilance Committee of 1851. Captain Wakeman left an autobiography, published in 1876, the year after his death, and Gordon Newell has wisely stuck close to the facts in it, supplying only a minimum of imagined dialog.

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BERGENS SJØFARTSMUSEUM, Årshefte 1958, 33 pp.; ill.

The 1958 number of this yearbook has a useful article on the development of tonnage measurement in Norway, by L. Aall; and a description of a model of the Bergen research vessel ARMAUER HANSEN, a model of which has been added to the Museum's collection.

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LEWIS, Michael, "The History of the British Navy," 260 pp.; index. Essential Books, Fair Lawn, N.J., 1959. \$5.50.

Written by a professor of the Royal Naval College at Greenwich, this book is focused on an overall view of the long history of this ancient service. It furnishes an excellent synopsis of the administrative history of Her Majesty's Navy, interwoven with a narrative of the principal campaigns and battles.

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DILLON, Richard H., "Embarcadero," 313 pp. Coward-McCann, Inc., New York, 1959. \$4.75

Thirteen episodes from the maritime history of San Francisco make up this book, which was compiled by a librarian. Most of the material is unfamiliar except to specialists, although some, like the chapter on shanghaiing, has been reworked many times. One chapter tells of Captain Edgar Wakeman (see above); another of Bully Hays, another relates the wreck of the USS SAGINAW. William Hogan has contributed a foreword, and there are 15 illustrations.

Despite being a librarian, the author has not been at very great pains to verify his material against original sources, and his book suffers a little thereby. Perhaps the worst of the errors that has crept in as a result is the acceptance as fact of Hiram P.Bailey's "Shanghaied out of Frisco in the '90's," which is pure fiction. But there is still plenty of good reading in this book, and there likewise is plenty of colorful San Francisco maritime history that has not yet been compiled in book form.



WADIA, Ruttonjee Ardeshir, "The Bombay Dockyard and the Wadia Master Builders," xx, 435 pp.; 81 ill.; chart; index. The author, Bombay, 2d.ed., 1957.

Wadia (or vadia) means carpenter or boat-builder, and in keeping with the Parsi practice of adopting the designation of the family occupation (or of a distinguished ancestor) as a surname, it was taken by the descendants of Lowjee, a Parsi shipwright who came to Bombay from Surat in March 1736. In 1740 he completed a 20-gun grab which had been started under a European shipwright, and from that time until 1885 a Wadia was Master Builder of the Bombay Dockyard.

With justified family pride, R.A.Wadia tells the story of the Bombay yard, its successive connections with the East India Company, the Royal Indian Marine, and the Royal Navy, and something of the ships that were built there. An interesting custom of the yard was the driving of a silver nail into the keel of a new ship at the time the stem-post was erected. From time to time the Company presented silver shipwright's rules to its master builders; these have all been faithfully preserved in the family, and pictures of them are reproduced. These rules contain masting formulas and other useful data and form a fascinating study in themselves.

Appendixes give a complete list of the vessels built in the Bombay Dockyard. Included are HMS TRINCOMALEE, still afloat in the Thames as the FOUDROYANT at the age of 142; and the steam paddle frigate PUNJAUB, later better known as the sailing ship TWEED, whose design influenced CUTTY SARK. Some of the warships, sent to Britain for fitting out, carried with them as ballast the frames of duplicates which were put together in England.

This book gives a remarkable insight into a little-known phase of maritime activity and will appeal to anyone interested in 18th and 19th Century shipbuilding.

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O'MAY, Harry, "Wooden Hookers of Hobart Town and Whalers out of Van Dieman's Land," 137, vi, 32 pl., 104 pp. L.G.Shea, Government Printer, Tasmania, n.d. (c.1958).

Two books in one, separately paged and indexed, this is another contribution to the growing shelf of books on the maritime history of Tasmania. The first part is an almost random series of notes on the sailing vessels built and owned in Tasmania; the second part consists of annals of the whaling industry.

A full list of vessels built in Tasmania is included. The illustrations pertain to both sections, and depict both ships and captains. Each section has a full index.

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WETTERHAHN, A., "U.S. Standard Cargo and Passenger Ships 1938-1956," xiv, 76 leaves. Eckardt & Messtorff, Hamburg, 1957.

Except for some tables in the American Bureau "Record," there is no single American source covering in detail the vast construction program of the U.S. Maritime Commission and its successors. This lack has now been remedied by this German publication which gives a complete vessel-by-vessel listing of the entire program up to 1956.

There are scale outline drawings of each class and the principal conversions by H. Schdnemann. Separate alphabetical indexes list all the Victory-Liberty class and all the others.

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SANDAHL, Bertil, "Middle English Sea Terms. II. Masts, Spars, and Sails," 151 pp. Essays & Studies on English Language & Literature, Uppsala, vol. xx, 1958.

Seven years ago Mr. Sandahl published the first part of this work, which dealt with hull terms, and he has now followed it up with this companion work. Further parts on rigging, fittings, and ship-handling are promised. This work is an extremely important contribution to the history of the medieval ship, and makes fascinating reading to those interested in the subject.

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WILLIAMS, James H., "Blow the Man Down! A Yankee Seaman's Adventures Under Sail," edited by Warren F. Kuehl, 255 pp.; 11 ill. E.P.Dutton & Co., N.Y., 1959. \$4.50.

James H. Williams was a remarkable character. He was born in 1864 in Fall River, son of a white mother and a Negro father, who was a pilot on Long Island Sound. Measles left his eyesight weakened, and though he followed the sea like his father William was unable to rise out of the fo'cs'le. He became associated with the labor movement in 1893 and in 1897 began writing for "The Independent," an influential liberal magazine. Professor Kuehl has carried out a project begun by Williams in 1922, five years before his death at Sailors' Snug Harbor, to assemble his magazine writings into book form.

The result is a very nearly complete autobiography of the author, with some

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## CHANTIES ON RECORDS

The chanty (or shanty) is a song sung by seamen while at work, for the purpose of synchronizing their manual exertions. As such, it appeared early in the 19th century in undermanned sailing ships, was virtually unknown in steam or in navies, and died out early in the 20th century. Fortunately, considerable interest was shown by qualified professional musicians in these somewhat obscure folk-tunes, and a copious literature on them has survived.

The growing interest in all forms of sound (musical and otherwise) made possible by modern techniques in recording and reproduction has resulted in the availability of a wide variety of recordings of chanties, with all degrees of authenticity and of musical quality. We propose therefore to set forth our reactions to a number of these, so that LOG CHIPS' readers may have some assistance in exploring this field of music.

American Sea Songs and Shanties (I) AAFS L26; (II) AAFS L27. Edited by Duncan B.M. Emrich, these two 12" LP records are part of the Album of American Folk Song, a collection of recordings prepared and distributed by the Library of Congress, Washington 25, D.C. Most of the songs were sung by Richard Maitland at Sailors' Snug Harbor in 1939 and by Captain Leighton Robinson (a former LOG CHIPS subscriber) in 1939 and 1951. Captain Robinson had a chorus (of non-seamen) on L27B. The old men's voices had not stood up very well, but there is complete authenticity in tempo and language. The records are accompanied by booklets giving the lyrics and commentaries on chanties in general and these in particular. There are 19 chanties in all (including two versions of "Blow the Man Down") and two other sea songs.

Roll 'Im on Down, AAFS 40A. Another Library of Congress recording, this is a 10" 78 rpm recorded in the Bahamas in 1935 giving "Blow the Man Down" as sung by a group of Andros Island men as a boat-launching song. The survival of these old chanties as functional work songs in the Bahamas is an unexpected and pleasing development, and the soft diction of the singers makes this a memorable record, in spite of a rather crude recording. On the other side are a couple of railroad songs.

Sally Brown and Haul Away, My Rosy. AAFS 6A. Another 10" 78 rpm record, this gives two chanties as sung by J.M. (Sailor Dad) Hunt in 1941. The flip side has a

coal-mining song. Like all the Album of American Folk Song records, this one comes with a leaflet giving the words.

AAFS 21A. This record has another group of Bahaman songs on a 10" 78 rpm, including two more chanties adapted as local work songs, used when the sponge boats are launched in the water again after the hurricane season. One is the classic "Santa Anna," which has become "Suzianna," while the "Plains of Mexico" are the "Gulf of Mexico," and the other is an unrecognizable "Haul the Bowline," in which the theme is altered to a taunting "You cannot make a bowline."

Round the Bay of Mexico, RCA Victor 47-7550. On this 45 rpm, Harry Belafonte, assisted by a chorus and some accompaniment, renders his version of one of the songs on the record just described. He has provided new verses (which are no improvement) but retained the same chorus.

Banana Boat, RCA Victor 47-6771. Although this song can be related to no known chanty, it is worth mentioning here because of its relationship to the previous record, and because "Day-O" and "Star-O", as the two sides of this 45 rpm are called, are work songs with the identical verse and chorus arrangement of the chanties. Belafonte sings it with an orchestra and chorus.

Roll the Cotton Down and Die Hamborger Veermaster, Polydor 48738. A Long Time Ago and Rolling Home, Polydor 48750. These two 10" 78's are now on a long-play, though we do not have the details. The songs are sung in Plattdeutsch with English choruses, accompanied by a concertina, by the famous "Knurrhahn" (Croaker) chorus of Kiel-Holtenau pilots. "Die Hamborger Veermaster" turns out to be "Banks of Sacramento," which of course is Stephen Foster's "Camptown Races." "A Long Time Ago" has the words, "De Hoffnung," which were composed about 1910 on a German schoolship. These are sung with gusto by men who knew what the songs were intended for.

Songs of the Sea, Vox 25-580. This 33 rpm record starts out with three of the four songs on the preceding records (lackir "Roll the Cotton Down"), but then it departs from work songs and goes on with various English, German, and Plattdeutsch songs. The singing is by the Lübeck Nautische Kameradschaft and is somewhat more musical but less convincing than that of the Knurrhahn group. The American distributors of this German recording have packaged it under an irrelevant photo of a nude female in a fish



net, with an alleged history of the sea chanty on the back, neither of which contributes any authenticity.

Chansons de Marins, LDE 1048. The five songs on the two sides of this 7" 33 rpm recording are sung by the Jacques Gommier Chorale, a mixed group without accompaniment who sing very beautifully indeed. The first number, "Hardi les Gars," is one of the classic chanties of the French merchant marine, whose relationship to the English chanties is clearly indicated by the words "Good bye, fare thee well" in the chorus.

Haul on the Bowlin' and other Shanties & Foc'sle Songs, Stinson SLP 80. There are 11 songs on the two sides of this 33, sung mostly by A.L. Lloyd or Ewan MacColl. Only 5 are chanties, but they are very well sung, and one, "The Black Ball Line," is fairly rare. The lyrics are less inhibited than most recorded sea songs.

Blow, Boys, Blow, Tradition TLP 1026. There are 16 songs on these two sides, all sung by Ewan MacColl or A.L. Lloyd. Just half are chanties, including some rare ones: "South Australia," "Old Billy Riley," and the "Wild Goose Shanty" ("Ranzo Away"). One or two have some unnecessary instrumental accompaniment, but they are all well done. A.L. Lloyd may be remembered as the chantyman in the recent film "Moby Dick."

Bawdy Sea Shanties, Audio Fidelity AFLP 1884. This is no. 5 of a series of bawdy records by Oscar Brand, who accompanies himself on the guitar, assisted by Dave Sear on banjo. Of the 14 songs, only 3 are actually chanties, the rest being classic songs of American and British naval forces. The lyrics are not recommended for the ears of your maiden aunt. The effect of the chanties is somewhat spoiled by the string accompaniment.

Salty Sea Chanties, Urania 9020. The picture on the box tries to give the impression that these songs are on a par with those on the previous record, but they actually are 15 sea songs with quite proper words, 9 being chanties. The singers are a quartet known as The Revelers, but they are mostly overpowered by an accompaniment of accordion, guitar, and flute, and they completely abandon the functional tempo of the chanty.

The Days of Moby Dick, Tradition Records TLP 1005. There are 20 songs on the two sides of this one, all sung by Paul Clayton with guitar accompaniment. Of these, 11 are chanties, including "Round

the Corner," a chanty mentioned by Dana but virtually unknown in later years. The singer has an unfortunate tendency to

croon the songs to his guitar, instead of giving them the traditional tempo.

Songs of the Sea, sung by Alan Mills and the Four Shipmates, Folkways FA 2312. There are 32 songs on the two sides of this record, all but 8 being chanties. The wide range of selections includes "Chee'ly Men," perhaps the oldest of the chanties, which was sung while catting the anchor long before songs were used at halyards or windlass. The singing is competent and makes up for musical content what it may lack in the traditional techniques of the chantyman: for the latter, the Ewan MacColl records should be studied. This record is recommended as a "best buy" in the field.

Logger's Songs and Sea Shanties, sung by Sam Eskin, accompanying himself with guitar. Folkways FP 19. This 10" 33 rpm record must have been one of the first to present chanties in the LP form. There are 9 chanties on one side and 5 loggers' songs on the other, the latter including "Poor Paddy Works on the Railway," which was also known at sea in a chanty version. The singer interprets the chanties about as well as can be done without a chorus.

Songs of Ship and Shore; Bash Kennett. Dot DLP 3127. The main fault to be found with this 12" 33 rpm recording is that the singer, Bash Kennett, who accompanies herself with guitar, is female. Of the 20 songs, 5 are chanties, and they do not lend themselves to being sung by a female. The performer has excellent diction, and does quite well on the other songs, some of which are from rivers or the Erie Canal.

Down to the Sea in Ships (Sailing, Whaling and Fishing Songs), Burl Ives with the Ralph Hunter Singers. Decca DL 8245.

The 9 chanties included in the 18 songs on the two sides of this 33 rpm record have been arranged by Burl Ives to be sung not as illustrations of how they were used at sea, but as concert pieces for a soloist with supporting chorus. Mr. Ives has hardly enough voice to carry this off completely, but he makes a game try. The envelop is embellished by three colorful reproductions of clipper ship sailing cards.

Operatic Arias and Sea Shanties, RCA Victor LM 1168. Leonard Warren, baritone, made the two sides of this recording with the Robert Shaw Chorale. The operatic side is Italian; the chanties side has 8 songs, 7 of which are based on chanties. In this form they are as far from their original



versions as work songs as it is possible to imagine, but they illustrate how much inherent music there is in chanties when they are performed by competent singers.

Songs of the Sea. The Norman Luboff Choir. Columbia CL 948. This 12" 33 rpm record has 14 sea songs, 11 of which are chanties. They are sung by a very capable chorus, with guitar and accordion accompaniment, and make very pleasant listening, even if it is hard to visualize any work being done with their help. The package reproduces extracts from a couple of letters written by a Forty-Niner to his wife, describing the Cape Horn passage.

Sea Chanties. The Roger Wagner Chorale. Capitol P8462. We have not yet heard this one, but it is obviously closely related to the two preceding records. It has 16 songs, 9 of which are chanties.

Popeye's Favorite Sea Shanties and other songs. Captain Allen Swift and his crew. RCA-Victor LBY-1018. This presents chanties on a level completely different from all the preceding records, as it preserves some of the entertainment for children that is offered up by a popular afternoon television program. There are some 7 chanties interspersed among other songs and alleged bits of nautical lore, and they are scrubbed up so far that the "Drunken Sailor" appears as the "Silly Sailor." This record is recommended for anyone wishing to introduce children to chanties.

The best contemporary chanty-singing that we have heard has come from the U.S. Navy. A detachment of the Bluejackets' Choir at the Great Lakes Naval Training Center, which we heard a few years ago, provided a most memorable evening. The Sea Chanters, a group from the U.S. Navy School of Music, is similarly active in the Washington area. We have not been able to locate any recordings by either of these groups, but we hope that they can arrange to preserve their singing in permanent form.

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#### THE SCHOONER BOWDOIN GOES TO MYSTIC

E.D. Collins of Manchester, Conn., has sent us some notes on the last trip of the two-masted auxiliary schooner BOWDOIN, which was built at East Boothbay, Me., in 1921 for Donald B. MacMillan and was a veteran of 26 voyages to the Arctic. She left Falmouth, Mass., on 24 June, called at New Bedford, Newport, and Fisher's Island, and arrived at Mystic, Conn., on the 27th. Here she was turned over to the Marine Historical Association to be preserved alongside

the CHARLES W. MORGAN, JOSEPH CONRAD, and other historic craft.

MacMillan, who is now a retired Rear Admiral USNR, was accompanied on the trip by his wife Miriam, who made 9 of the voyages north with him, and 6 surviving members of the original crews. One was Don Mix, a radio amateur, who manned the schooner's radio, WNP, in 1923, and who was given the special call K1WNP for this trip, under which he worked over 100 hams all across the country.

As the convoy approached the Mystic River in fog, the escorting schooner LORD JIM piled up on a reef near Watch Hill, R.I., and had to be abandoned.

Alumni of Bowdoin College joined the MacMillans and other friends of the schooner in presenting her to Mystic Seaport.

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SALLIE C. MARVIL -- continued from page 87. days and nights. However a boat was soon alongside to take me ashore at once. There I told the whole story to Mr. Bull by long distance telephone. He complimented me upon doing a good job and said that I did just right about the tugboat and that he never sent any orders to me.

The agents, A.H. Bull & Co., in a most efficient way, handled all of the financial arrangements, and all interested parties were well satisfied, the principal reason being that the SALLIE C. MARVIL earned an extra dividend for the various owners. My job was done; we had rescued a crew and then had salvaged the abandoned vessel. This I believe is the only time on record that any ship had ever accomplished that feat.

The next day we set sail toward Boston, arrived there in good time, and delivered our cargo.

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BOOK REVIEW -- continued from page 89. revealing glimpses of life in the American merchant marine in the '80's and '90's. The T.F. OAKES story is mentioned -- Williams had a hand in succoring the survivors after they arrived at New York in 1897 -- and there are tales of whaling, shipwreck, and shanghaiing. Prof. Kuehl has done a creditable job of identifying ships and men, since Williams perforce had to use mostly pseudonyms in his writings, but a few incidents, such as a shipwreck in the Crozets, have defied identification, and there is a strong possibility here that Williams is reporting tales that he heard from some shipmate or has drawn on his imagination.



## SAILING VESSELS LAUNCHED IN THE U.K., 1875, cont. from p.81

## R. &amp; J. Evans &amp; Co., Liverpool

ABERYSTWITH CASTLE I Ship 1104 Richards, Mills & Co., Liv. Scrapped 1903.  
 CAMPANA I Bark 815 Geo. Bell & Co., Liverpool.  
 1898 VIDETTE Mentz, Decker & Co., Hamburg. 1911 hulked, Melbourne.  
 CRAIGMULLEN I Bark 799 W. Killey & Co., Liverpool.  
 1900 BEIRA Cia. Portuguesa de Africa Oriental, Oporto.  
 1901 AMERICA Glama & Marinha, Oporto. Hulked 1910.  
 PARTHENOPE I Ship 1646 Jos. Heap & Sons, Liverpool.  
 1897 PELLEGRINA O. D. Olivari, Genoa. Missing 1907, South Pacific.

## W. H. Potter &amp; Co., Liverpool

COROLLA I Ship 1328 J. Bell & Co., Liverpool. Missing 1903.  
 DESDEMONA I Ship 1564 C.T. Bowring & Co., Liverpool. Scrapped 1909.  
 GRISEDALE I Ship 1288 J.D. Newton & Co., Liverpool.  
 1889 MARIANNA H.N.A. Meyer, Hamburg. Missing April 1894.  
 MITREDALE I Ship 1286 J.D. Newton & Co., Liverpool. Missing April 1898.  
 NORTH RIDING I Ship 1432 W.T. Dixon & Son, Liverpool.  
 1900 GIACOMO Ditta Semidei & Ferrari, Genoa. Scrapped 1922.  
 QUILLOTA I Bark 728 S. Jakoham & Sons, Liverpool.  
 1901 LE LAURENTIN Union des Chargeurs Coloniaux, Havre. Sunk by U-Boat Feb. '17.

## T. Royden &amp; Sons, Liverpool

ANGLESEY I Ship 1297 Hughes & Co., Liverpool.  
 1905 INGRID Hansen & Andersen, Larvik. Cndmd. after explosion, N.Y. Feb. '11.  
 BATTLE ABBEY I Ship 1643 J. Poole & Co., Liv. Lost by fire Dec. '13, N. Pac.  
 BEECHWOOD I Ship 815 J.B. Walmsley & Co., Liverpool.  
 1906 LIBERTAD Alb. Haverbeck, Valdivia. Wrecked August 1913.  
 LURLEI I Bark 835 builders  
 1919 ALBERTO Iralda & Ugalde, Bilbao. Hulked Oct. 1923.  
 MERIONETH I Ship 1408 Hughes & Co., Liverpool. Scrapped 1923.  
 OTHELLO I Ship 1514 C.T. Bowring & Co., Liverpool. Missing June 1906.

## Barrow Shipbuilding Co., Barrow.

BIRKER I Ship 1042 J.H. Bushby & Co., Barrow. Lost June '95, WCSA.  
 BRITISH DUKE I Ship 1464 British Shipowners Co. Lim., Liv. Wrecked Nov. '88.  
 DALECARLIA I Ship 1488 Graves & Co., Liv. Missing Feb. 1876.  
 FALSTAFF I Ship 1465 J. Beazley, Liv. 1905 hulked at Callao.  
 WESTERN MONARCH I Ship 1385 Royal Exchange Shipping Co., London.  
 1913 DERG (hulk at Limerick)

## Whitehaven Shipbuilding Co., Whitehaven

CANDIDA I Ship 1279 Lowden, Edgar & Co., Liverpool. 1898 hulked.  
 CASSIOPE I Ship 1649 Jos. Heap & Sons, Liv. Missing March 1894.  
 GRASMERE I Ship 1304 Fisher & Sprott, London. Hulk 1914, Stettin.  
 ROUTENBECK I Bark 943 James Davidson & Co., Whitehaven.  
 1898 BELLAS J. Wimmer & Co., Hamburg. 1928.  
 1922 SUSANNE Pappas & Presser, Havre (R.K. Bager, Marstal). Barge 1924; scrapped/  
 RYDALMERE I Ship 1312 Fisher & Sprott, Liv. Lost with all hands 1901.  
 SILVERHOW I Ship 1279 Geo. Nelson & Co., Whitehaven.  
 1904 SIGNI Peter Flystad, Arendal. Wrecked November 1908.

## R. Williamson &amp; Son, Workington

INGLEWOOD I Bark 1077 J. Sprott, Workington. March '08 burnt, Stockholm.  
 LUPATA I Ship 1069 J.H. Clark & Co., London. Wrecked 2 July 1881.  
 POSE HILL I Bktn 217 Wm. Price & Co., Workington. Sunk Sept. 1900.



A. Weir, Ayr.

CARPASIAN W Bark 299 W. Grieve, Sons &amp; Co., Greenock. Lost 1908.

J. E. Scott, Greenock

ANNIE I Bktn 263 J.W.Pring, Brixham. Missing July 1880.

BARON COLONSAY I Ship 1709 Jas.McCunn &amp; Co., Greenock.

1892 LENA James Nourse, London. 1905 Italian; broken up 1914.

MARTIN SCOTT I Ship 1451 R.W.Jamieson, Greenock.

1894 CHANARAL A.D.Bordes et Fils, Dunkerque. 1 Feb.1902 lost off Ushant.

PARTHENIA I Bktn 265 J.H.Goodyear, Liverpool. Missing Jan.1890.

TRAFALGAR I Ship 1492 Donaldson, Rose &amp; Co., Aberdeen. Missing 1915.

Scott &amp; Co., Greenock

AURIGA I Ship 1591 Star Navigation Co.Lim., Liverpool.

1882 SIERRA BLANCA Sierra Shipping Co.Lim.(Thompson, Anderson &amp; Co.), Liv.

1902 BLANCA Hans &amp; Axel Hanssen, Arendal. Missing March 1917.

Robert Steele &amp; Co., Greenock

ALINE I Bark 739 Jas.Grieve Jr., Greenock. Broken up May 1916.

BANNOCKBURN I Ship 1769 R.Shankland &amp; Co., Greenock. Burnt 1881.

BENCLEUCH I Ship 1418 Wm.Thomson &amp; Co., Alloa.

1898 FERNANDA G.B.Vassallo, Genoa. Wrecked off Terschelling 27 Nov.1908.

DEVERON I Ship 1323 J. Russell, Greenock. Torpedoed 9 June 1917.

LADY RUTHVEN I Ship 1669 Geo.Adam &amp; Co., Greenock. Lost 9 Nov.1895.

Robert Duncan &amp; Co., Port Glasgow

ABERFOYLE I Bark 619 W.&amp; J.Crawford, Greenock. Missing 1876.

ALDERGROVE I Ship 1331 R.G.Sommerville &amp; Co., Pt.Glas. Lost Apr.'05.

ARDVAR I Bark 910 T.O.Hunter &amp; Co., Greenock. Scrapped 1914.

BLYTHSWOOD I Ship 1691 Robt.Cuthbert &amp; Co., Greenock.

1911 PESCA A.F.de Colombi, Buenos Aires. (hulked)

1916 LYSGLINT C.H.Berg, Copenhagen. Lost by fire, N.Atl., May 1921.

CRAIGNAIR I Bark 620 Alex.Rae, Liverpool. Missing May 1901.

William Hamilton &amp; Co., Port Glasgow

ABBEY TOWN I Bark 738 John Hay, Liverpool.

1891 IDA O.Banck, Helsingborg. Lost 17 Nov.1892, Guernsey.

ANITA I Bktn 353 Bergi, Silva &amp; Co., Bilbao. Lost 13 July 1899.

LEONOR TRONCOSA I Bktn 330 N. Troncoso &amp; Cia, Habana. Lost Nov.1896.

WIGTON I Bark 765 John Hay &amp; Co., Liverpool. Missing 1882 C.Horn.

Henry Murray &amp; Co., Port Glasgow.

RENFREWSHIRE I Ship 941 T.Law &amp; Co., Glasgow. Missing July 1888.

WINDSOR CASTLE I Bark 629 Jacob Bros., London. Wrecked 29 April 1905.

John Reid &amp; Co., Port Glasgow.

CEDRIC THE SAXON I Ship 1705 Williamson, Milligan &amp; Co., Liverpool. Missng'96.

DUNKEIG I Ship 1863 Mackinnon, Frew &amp; Co., Liv. Wrecked June 1887.

ISLE OF BUTE I Ship 983 Jn.Martin &amp; Co., Liv. Missing July 1889.

KILLEAN I Ship 1862 Mackinnon, Frew &amp; Co., Liv.

1893 ANTONIN A.D.Bordes et Fils, Dunkerque.

1901 AVANTI C.Zernichow &amp; A.Gotaas, Kristiania. Wrecked 21 Jan.1907.

OENONE I Ship 1519 W.&amp; C.Battersby &amp; Co., Liverpool.

1892 SIRENE J.F.Arens, Bremen. Missing June 1904.

Russell &amp; Co., Port Glasgow

COMMONWEALTH I Ship 1404 C.H.Stewart, London.

1906 CAVOUR D.Loero, Genoa.

1917 CUATRO HERMANOS B. Aspillaga, Callao.

1924 SOFIA Emp.Nav. D.Patino Patroni, Callao. Fndrd.at anchor Sep'28.



McKellar, McMillan & Co., Dumbarton  
 ABERCARNE I Bark 735 Burgess, Shaddick & Boyd, Glasgow.  
 1899 IMACOS Alexander Bech, Tvedestrand. Wrecked 14 Jan.1910.  
 ABERNYTE I Bark 728 Burgess, Shaddick & Boyd, Glasgow. Lost 1898.  
 CASWELL I Bark 517 W.H.Tucker & Co., Swansea. Missing Feb.1899.  
 FIRTH OF FORTH I Bark 867 J.Spencer & Co., Glasgow.  
 1901 NOSTRA SIGNORA ASSUNTA T.Gazzolo fu A., Genoa.  
 1907 CREMONA S.A.Ceramica Mantovana, Venice.  
 1913 TRIPOLI A.Cinot di A., Venice. War loss, 11 March 1918.  
 A. McMillan & Son, Dumbarton  
 DUART BAY I Ship 986 Hatfield, Cameron & Co., Glas. Lost Feb.1880.  
 DUNBRITTON I Ship 1536 Jn.H.Watt & Co., Glasgow. Lost 1906, N.Sea.  
 EARL OF ZETLAND I Ship 1534 Alex.Thomson & nephews, Glasgow. Lost.Oct.'05.  
 FORMOSA I Bark 960 Flinn, Main & Montgomery, Liverpool.  
 1901 CATERINA G. Drago, Genoa. Wrecked 23 Oct.1912.  
 KAPUNDA I Ship 1135 Trinder, Anderson & Co., London. Sunk 1887.  
 MOONTA I Sch 100 J.Terry & Co.(Adelaide), London.  
 NORTHERN MONARCH I Ship 1280 Royal Exch.Ship Co.Lim., London. Lost Nov.'03.  
 SERICA I Bark 944 Flinn, Main & Montgomery, Liverpool.  
 1896 FREDEN A/S Freden (Carl Bech), Tvedestrand. Wrecked 25 Jan.1908.  
 Stenhouse & Co., Dumbarton.  
 ABERLADY I Bark 735 Burgess, Shaddick & Boyd., Glas. Lost Nov'77.  
 Aitken & Mansel, Glasgow  
 ZULEIKA I Ship 1144 J.A.Simpson, Leith. Wrecked 16 Apr.1897, N.Z.  
 Baird & Brown, Whiteinch, Glasgow.  
 LACTURA I Ship 1445 builders  
 1887 OLGA J. Hintze, Hamburg.  
 1901 ALTONA J.Johanson & Co., Kristiania. Missing Oct.1902.  
 Barclay, Curle & Co., Whiteinch, Glasgow.  
 ARDMORE I Ship 1149 W.Kidston & Sons, Glasgow. Wrecked 20 May'97.  
 BENAN I Ship 1416 Wm.Thomson & Co., Leith. Wrecked 23 Dec.1888.  
 COUNTY OF PETTIES I 4mS 1691 R. & J.Craig, Glasgow. Hulked 1899, Chile.  
 C.Connell & Co., Glasgow  
 BLAIRHOYLE I Ship 1351 Thomson & Gray, Glasgow.  
 1904 ALLY C.F.A.Flügge, Hamburg.  
 1905 PALLAS N.A.P.Staubo, Tvedestrand. Lost Oct.1910 on Cuba in hurricane.  
 JURA I Ship 1285 Sandbach, Tinne & Co., Liv. Foundered Feb'08.  
 LOCH RANZA I Ship 1129 J.& R.Wilson, Glasgow  
 1901 ABYSSINIA A/S Abyssinia (J.Johanson & Co.), Kristiania  
 1921 MOLENE M.Potet, Havre. Broken up 1922.  
 MIDLOTHIAN I Ship 1130 J.Boyd & Son, Glasgow.  
 1890 INDIA H.M.Struve, Hamburg.  
 1900 VIDUCO Mentz, Decker & Co., Hamburg. Wrecked Jan.1908.  
 OIMARA I Ship 1417 J.D.Clink, Glasgow. Wrecked 27 Sept.1903.  
 Dobie & Co., Govan, Glasgow  
 ADVENTURER I Bark 716 Doward, Dickson & Co., Liverpool. Missing 1893.  
 AROS BAY I Ship 1482 Hatfield, Cameron & Co., Glasgow. Lost June '84.  
 CITY OF CARLISLE I Bark 859 Peter Iredale, Liverpool. Foundered Jan.1898.  
 CYNOSURE I Bark 786 Hugh McEwan, Ayr.  
 1899 ARDINGO G. G.Giurfa, Genoa.  
 1903 GIUSEPPE VIACAVA E.Viacava fu G., Genoa. Broken up 1915.

(continued p.96)



## Dobie &amp; Co., Govan, Glasgow (continued)

EUROPA I Bark 1189 T. Thesen & Co., Bergen. Abnd. afire Sept. 1894.  
 ILLIMANI I Bark 630 Jas. F. Burgess, Swansea.  
 1897 BRETAGNE H. Auger, Havre. Broken up 1912.  
 MORAYSHIRE I Ship 1482 Thos. Law & Co., Glasgow. Missing Oct. 1892.  
 WEST RIDING I Ship 953 Thomas Thompson, Liverpool. Missing 8 Mar. '95.

## John Elder &amp; Co., Govan, Glasgow.

BAY OF BENGAL I Ship 1595 J. G. Bulloch & Co., London. Missing March 1905.  
 BAY OF BISCAY I Ship 1611 J. G. Bulloch & Co., London. Missing Feb. 1880.  
 GILROY I Ship 1768 Geo. Gilroy, Dundee.  
 1890 RHONE James Nourse, London.  
 1906 DYBVAAG Jens Marcussen, Lyngør. Wrecked 19 Dec. 1906.

## David &amp; William Henderson &amp; Co., Partick, Glasgow.

ANTARCTIC I Bark 635 B. R. Hennessey, Swansea  
 1904 CICCILLONE F. Astarita fu V., Castellamare.  
 1915 S. ANTONIO A. Balzano, Torre del Greco.  
 ARCTIC I Bark 637 B. R. Hennessey, Swansea. Missing Oct. 1885.  
 CHILIAN I Bark 634 Donaldson Bros., Glasgow. Wrecked 8 May 1892.  
 ISLE OF ERIN I Ship 941 Samuel Martin, Liverpool. Lost 19 Oct. 1909.  
 KILLEENA I Bark 816 Kerr, Newton & Co., Glasgow. Hulked 1921.  
 LOCH FERGUS I Bark 874 D. & J. Sproat, Liverpool. Lost Feb. 1889.  
 PERUVIAN I Bark 637 Donaldson Bros., Glasgow. Lost 8 Feb. 1899.

## A. &amp; J. Inglis, Glasgow.

MIN-Y-DON I Ship 1149 G. Traill & Son, London.

## The London &amp; Glasgow Engineering &amp; Iron SB Co. Lim., Govan, Glas.

ATTON I Bark 886 David Hunter, Ayr. Lost 2 Apr. 1887, N. Pacific  
 COROMANDEL I Bark 875 John Fairlie, Glasgow. Hulk 1887, Wellington NZ.  
 GLENROSA I Bark 869 H. Martini & Co., Glasgow. Lost 18 Jan. 1890.  
 WANLOCK I Bark 777 R. Bramwell, London. Sunk by U-Boat 16 July '18.

## Alex. Stephen &amp; Sons, Linthouse, Glasgow.

AIRLIE I Ship 1578 D. Bruce & Co., Dundee.  
 1899 SUPERB A. Meling, Stavanger. Sunk by U-Boat 7 June 1915  
 AMANA I Ship 1375 Capt. John Smith, Glasgow. Lost 25 Sept. 1889.  
 CAMPERDOWN I Ship 1575 D. Bruce & Co., Dundee. Missing August 1890.  
 LADY PENRHYN I Bark 839 J. Richards & Co., Liv. Lost 28 Oct. 1909.  
 LLEWELLYN I Bark 529 J. Rosser, Glasgow.  
 LORD CLYDE I Bark 591 G. Tulloch & Co., Swansea.  
 1902 TRIFOLIUM John E. Olson, Göteborg. Lost 15 March 1914, coast of Cornwall.  
 MARTHA FISHER I Bark 839 Peter Iredale, Liverpool. Missing Dec. 1900.  
 OSBURGHA I 3mSch 357 J. Cook, Dundee  
 1899 ADRIEN BORIS Miss S. O. Boris, Ceara, Brazil.  
 1900 SANTA MARIA Cia. du Boleo, Santa Rosalia, Mexico.  
 PANMURE I Ship 1581 D. Bruce & Co., Dundee. Ashore Aug. 1891.  
 1893 VASCO-DA-GAMA C. M. Matzen, Hamburg.  
 1905 HERMANOS Henr. Hansen, Lillesand.  
 1914 DOVA RIO D. A. Knudsen, Hølen. Broken up 1924 in Great Britain.  
 PICTON CASTLE I Bark 596 Simpson Bros., Swansea. Lost 21 Jan. 1895.  
 PRIMERA I Bark 619 Capt. Wm. Sherwen, Liverpool. Abnd. afire Aug. 1900.

## James &amp; George Thomson, Clydebank, Glasgow.

BLAIRGOWRIE I Ship 1646 Thomson & Gray, Glasgow  
 1906 CONTESSA HILDA G. Tarabochia & Co., Lussingrande. Broken up Aug. 1909.  
 LOCH GARRY I Ship 1565 Glasgow Shipping Co., Glasgow. Scrapped 1911.  
 LOCH VENNACHAR I Ship 1557 Glasgow Shipping Co., Glasgow. Lost Sept. 1905.

(continued in next issue)